can be with the second of the

New Orleans.

Dec. 24, 1860.

smokestacks, so arranged as to slide down in time of action. The pilot-house was in

the stern of the vessel, and she carried

only one gun-a 68-pounder, located for

The sailing vessels on duty there at the

time were withdrawn as being unsuited

sloop-of-war Brooklyn, Capt. C. H. Poor.

The operations of the western flotilla at Island No. 10 and elsewhere, under Com-

ram was recalled to New Orleans, and sent down the river to assist in the de-

fense of the city. At the battle of Forts Jackson and St. Philip, April, 1862, the

effort to prevent the advance of the Union

steam and hot water from the boilers.

## Night With

By JOHN C. PARKER, Late Acting Volunteer Lieutenant, U. S. N.

After the formal investment of Vicks- | with him the writer, soon joined the Adburg by Gen. Grant and Admiral Porter, the objective point of operations on the agroup of officers, consisting of Capt. Jenthe objective point of operations on the Lower Mississippi was Port Hudson, Like Lower Mississippi was Port Hudson, Like kins, his fleet Captain; Capt. Palmer, com-Vicksburg its front was a bold range of manding the Hartford; Lieut. J. Crittener to a great hight, and from its natural advantages a very strong position.

The river at this point makes an abrupt bend, which subjected the ships in pass-ing to a most destructive fire, both as they approached and after they had passed the works. At the head of the bluff Thompof these bluffs an immense ravine formed natural ditch, which could without trouble be swept both by a direct and entitad-

bluff on the river front on his extreme zig zag line of perhaps four miles. There was no point in all of this line where an struck the boom further aft, threw a all the enemy's guns, except those of the senult could be delivered without subjecting the attacking column to a galling

The importance to the Confederates keeping open the mouth of the Red River is apparent, when you consider that up to this time Louisiana and Texas had been but little disturbed by active military operations, and constituted the vast territory that furnished cattle and provisions to the armies east of the Mississippi, where they were distributed to the armies in the field. It was to cut off these supplies and to effect a junetion with Admiral Porter, then above Vicksburg, that Admiral Farragut atempted the passage of Port Hudson with

his wooden ships. The passage of strongly-fortified posi-tions with wooden ships was first successfully accomplished by the Admiral in his famous encounter with Forts Jackson and St. Philip, below New Orleans, which event, occurring in the early part of 1862. gave us the mouths of the Mississippi and ew Orleans. There are many difficulties to overcome in forcing a passage of this sort that those not familiar with the de-tails would never take into consideration.

DIFFICULTIES OF THE PASSAGE. The stage of the river, the constantly changing channel and the formation of bars and natural obstructions that our pilots could have no positive information of rendered the passage of heavy draft ships of the class of the Hartford (flag ship), Mississippi and Richmond most haz-

The danger from torpedoes was not insignificant, and these large vessels, pre-senting as they did an immense target at short range, received well-directed shot fired at them.

Water batteries are easily silenced in a fight of this sort, as an entire broadside of grape or canister can be concentrated on them and the works swept clean. To silence guns mounted on the crest of a bluff is quite another matter. You can fight a water battery "point blank," and if you can stand in close enough it simply becomes a question of pluc; and good practice. When, however, you are sub-jected to a fire from the crest of a bluff nd are liable to have a shot sent down through your decks and perhaps through the ship's bottom, you are placed at a great disadvantage, and as your line of fire is simply the extreme crest of the bluff, distance will send your shot wide of its mark, the enemy have practically all the advantage. The main object, of course, in attempting the passage is to get by, and more attention is usually made to accomolishing this result than in stopping to light. The smoke of the guns soon renders it difficult for your pilot to see dis-tinctly, and to overcome this difficulty Admiral Farragut always stationed his pilot along with himself in the mizzentop of the Hartford, where he could see over the

ing tube direct the men at the wheel. These preliminary remarks are perhaps necessary to explain why the Admiral did not carry all of his ships through at the battle of Port Hudson, and why one was lost and others disabled. He had but one iron-clad in his squadron—the Essex—the balance of his ships being the old-time wooden sloops and gunboats. He had had up to this time but little experience in fighting iron-clads, and once remarked in the hearing of the writer that he preferred "wooden ships, but iron men," and he cer-tainly had them in his squadron.

The Essex had for several months prior river between that point and New Orleans and was constantly under fire. She had repeatedly drawn the fire from the enemy's guns at Port Hudson, and was thus enabled to give the Admiral much valnable information regarding their number.

ADMIRAL PARRAGUT'S PLANS.

In March, 1863, Gen. Banks, who had relieved Gen. Butler of the command of the Department of the Gulf, sent direct to Baton Rouge, La., a brigade of infantry, and took possession of that point, it hav-ing been abandoned by the Federal forces after the battle which had been fought in August, 1862, between Gen. Breckinridge, commanding the Confederate army, and Gen. Williams, commanding the Federal army. Baton Rouge having thus been taken possession of, became the base of operations against Port Hudson, and a ssiderable number of troops were mass-

embarked Admiral Farragut arrived with one wing of his squadron to prepare for the combined attack that was to take place. The army, commanded by Gen. Banks in person, was to move out of Baton Rouge and take possession of a point a few miles south of Port Hudson, known as the Cross Road. This point was not far distant from the river and was not far distant from the river, and communication with the fleet was easy. After mature deliberation these com

would attack. The army took possession, and the Admiral named the hour when the passage would be attempted. He had army usually sends his battalion into the arranged to be under the enemy's gains at 11 p. m. It was understood between these commanding officers that the army would make a demonstration on the enemy's works in the rear, in order that a division of his forces might take place. Gen. Banks, however, displayed his usual "masterly inactivity," and the army remained to be under the condition of affairs. An Admiral always takes his ship into the fight, and is subjected to exactly the same danger as the boy who supplies the powder to the guns.

The signal corps of the enemy had not been idle, and had constructed upon the river bank opposite their largest batteries in the Rattford and Albatross had come to anchor above Port Hudson. For the first time in his tactred with disaster. He started with eight ships, and carried only two through, but it was enough to accomplish his purpose, as he closed the mouth of Red River, and thus cut off the enemy's source of supplies. He was, of course, may so excited that he fumbled to the powder of the parties of the parties of the gantlet of fire, and with the Hartford and Albatross had come to anchor above Port Hudson. For the first time in his tactred with eight ships, and carried only two through, but it was enough to accomplish his purpose, as he closed the mouth of Red River, and thus cut off the enemy's source of supplies. He was, of course, may so eager, and had crouched down in terror at off the gantlet of fire, and with the Hartford and Albatross had come to anchor above Port Hudson. For the first time in his thad crouched down in terror at the care he had met with disease. He started with eight ships, and carried only two through, but it was enough to accomplish his purpose, as he closed the mouth of Red River, and thus cut off the enemy source of supplies. He was, of course, may be a career he had met with disease. He started with eight ships, and crouched down in terror at the care was a supplied to the proved and Albatross had come to anchor above.

them with his flagship, the Hurtford, steamed up to take no look at the enemy's position, and to acquaint himself with the location and weight of the guas he was to fact. As he neared the gase, the wast of the advantage, below the lower training the position of the seventh months prior to the enemy served months prior to the arrival of the seventh seventh se

bluffs, rising perpendicularly from the riv- den Watson, his Flag Lieutenant, and some younger officers.

He was at this time in the full pride of

his manhood, and presented a perfect pic-ture of an ideal sailor. Rather undersized, his figure was faultless, and dressed with the neatness and care in the navy, he appeared much youngworks. At the head of the blul funds son's Creek made assault by land impossible at that point, and at the lower end of these bluffs an immense ravine formed a cameo, in which was blended firmness her stern, and a shot had cut her steamwith gentleness. He always were the regnatural ditch, which could without trou-le be swept both by a direct and entilad-lighted with a smile when returning the g fire.

Gen. Frank Gardiner, the Confederate

Gen. Frank Gardiner, the Confederate

an indelible impression, a mental photo-Gen. Frank Gardiner, the Confederate commander, displayed unusual skill in the construction of his works and the fortifications, which, commencing at Thompson's Crock, on his extreme left, were continuous until they reached the crest of the light ground the continuous until they reached the crest of the light ground the light g the river front on his extreme the lower battery began to reach her. At Confederate gunners, and almost every the thus maintained an unbroken this moment the Admiral was standing shot fired struck her. She was at this

had the "citadel" battery on her starboard quarter, and as she steamed shead was thrown in bold relief by the huge signal fire on the west bank of the river. She stood out with the bright background of hood born of 50 years' service on the sea, the Admiral was mounted in the mizzen rigging, his pilet being above him in the mizzen top. At this time there was no smoke to obstruct the vision, and every particle of her spars and rigging were visible. A moment later, when she commenc-ed to fire her broadside guns, clouds of smoke enveloped her and she was lost to sight.

The Essex by this time had reached a point abreast of the lower batteries, and kept up a constant fire from her forward and broadside guns. The mortar flotilla, in response to the signal gun of the Essex, and also opened fire, and bombarded the works continuously until the close of the action.

FATE OF THE MISSISSIPPI.

The confusion in the line of shins shead made it evident to us that some serious trouble had been encountered, and a few moments later the Monongahela drifted by, disabled by a shot which had struck her stern-post and which rendered her propipes. As the ships drifted out of the light and the smoke lifted from over the



"CLOUDS OF SMOKE ENVELOPED HER, AND SHE WAS LOST TO SIGHT." quantity of splinters over the younger offi- lower battery, which were being engaged

s the shot struck, and noticing the slight nuscular movement, the mere dropping of the shoulder, which is the result of a close magnificent a picture of sublime courage call from a solid shot, exclaimed with a swas ever seen. Every particle of her smile: "What! Are you youngsters dodg- decks and rigging was lighted up by the

The words were scarcely spoken when a round shot struck the boom square over her deck. Every movement made on her his head. Dropping his left shoulder a decks could be seen by the enemy on shore, mere trifle, and without moving an inch from his position, he turned his head to-work her off, reluctantly gave the order ward the young officers and said: "Gentle for her destruction, and having lighted a men, bravery is a mere question of pride, fuse that was laid to her magazine and but it is some comfort to dodge even as much as that," illustrating his remark by raising his left hand, and with the first With as much deliberation as though finger of the right, measuring perhaps the width of his finger nail. While delivering this dissertation upon bravery, he seemed perfectly unconscious of his surroundings.

With as much deliberation as though the ship's company were at Sunday morning inspection, the boats pulled away from her port side, and her wounded were soon on board the Essex. She carried a large

Having satisfied himself as to the one ship's company, but those who had surmy's guns, he ordered the engines stopped; vived were soon taken out of her. The the Hartford, drifting slowly down dead were left on board, and the flames stream, came to an anchor ahead of the having spread caused her sides to warp, balance of the ships. He now made sig-nal for the commanding officers to repair she had grounded, and being caught by on board, and in a few moments every gig in the current, she turned her head down in the fleet was alongside the Hartford. stream, straightened herself up, and with The group of his Captains as they assem-tied on the quarter-deck of the flagship was a notable one. Every one of them had followed his flagship through the gantlet of fire at the forts below New Orleans, and in that little group stood some of the most gallant and accomplished Captains in the American Navy.

The Admiral was a man of few words, and his orders were direct and to the point. It was a matter of perhaps 30 minutes after he had met his Captains that they left the Hartford's side with a perfect understanding of what was expected of them. His order of battle was as usual by divisions, and the ships were to be fought by twos; that is, each of the large ships had lashed to her port side one of the smaller ones. The Essex, with the mortar Flotilla, was to remain behind, and, in case the Admiral was successful in forcing the passage, to hold the river

The orders of the Admiral placed his fleet in this position: Ahead of the balance of the fleet and close in to the left bank of the river upon which the enemy's works were situated, was the Essex; astern of the Essex, but closer to the bank, was the mortar Flotilla; out in the stream a considerable distance astern of the Essex came the Hartford and Albatross; then came the Mississippi, then the Richmond, and the Genesce, the Monongahela and the Kineo, with the Sachem in the rear.

grape.

DEATH OF LIEUT, COMMANDER CUMMINGS

leg torn off by a shot, which threw him

from the bridge to the deck. As he was

being raised up he exclaimed, "Ouick,

steam, and that the ship could no longer stem the current, he said: "I would rather

curred, he having succeeded in running the gantlet of fire, and with the Hartford

RUNNING THE GANTLET. After mature deliberation these commanding officers fully consummated their plans. The army under Gen. Banks was to halt at the Cross Roads until final communication was had with the Admiral, and the exact hour named by him when he would attack. The army took possession. be under the enemy's guns at fight, and remains in position where he twas understood between these can overlook the condition of affairs. An and Albatross had come to anchor above

The Admiral, who was intently observing the range of the guns as they opened upon the flagship, hastily turned his head upon the flagship, hastily turned his head on the flagship. with his Executive Officer, Lieut. Geo. Dewey, presenting as

by the ram on the starboard side amid-ships, but was not seriously injured. The blaze of the signal fires, and the dead and wounded could be counted as they lay on writer, who was attached on board the Brooklyn at that time, very clearly remembers the occurrence, which took place about 3 a. m., April 24, during the battle of the forts.

A few well-directed solid shots from the Brooklyn and other vessels of the fleet mander and the erew escaped. The ram then drifted helplessly down the stream, and soon disappeared beneath the waters of the Mississippi. Thus ended the re-markable career of the first Confederate ram.-William Simmons, Past Comnander, National Association of Naval Veterans, 1432 Wharton St., Philadelphia.

stream, straightened herself up, and with her entire lower rigging a blaze of fire "Willis Sweatnam," said a friend of his passed down with the current. Her port "has an exceedingly fine-bred fox terrier. She has great fame as a ratter. She had a litter of puppies, the father of which and left into the Essex and the mortar was also of royal pedigree and of fame as flotilla, the fire having reached the vents a ratter as great as that of their mother, of her guns. Drifting slowly down the river, she soon reached the foot of Prout's puppies, a beautiful little chap, all nerves Island, where the fuse irmined to her mag-

azine did its work, and with a terrible explosion she went to her death. She was a strange grand old ship, and it was a strange greed pup gets a few months more age on combination of circumstances that should him.

"The pup grew and thrived. He was the handsomest dog of his kind one ever she was named to find her grave.

She was Perry's flagship in the Japan expedition, and was first put into commisand chew them up.

The loss on board the Mississippi was "I was equally eager for him to have severe. Out of a ship's company of 297 the opportunity, but there were no rats she had in killed and missing 64. She at our house, and I couldn't hear of any made a gallant fight as she lay helpless among the neighbors. At last, one day on the reef, having expended 2,047 one of these neighbors sent me the glad sounds of powder and 275 shot, shell, and tidings that he had trapped a rat on his emises-a great, big, gray fellow-and old me to fetch out the pup.
"The news quickly spread that my pup On the Richmond Lieut. Commander Cummings, the Executive Officer, had a was going to have a chance at last to kill

a rat, and when I took him out to meet my neighbor with the rat everybody was boys, pick me up; put a tourniquet on my leg, send my letters to my wife, and tell them I fell in doing my duty." When told that the noise he heard was the escape of "The rat was in a wire cage along with the big piece of cheese that had lured him to his pending rain. The neighbor

> eagerness to get into it just about tickled our spectators all but beyond holding "'He's the stuff!" was the unanimous and delighted comment on his manifestations of impatience to get to work. Too
> bad there ain't a dozen or two or them big
> rats for him to get rid of some of his enthusiasm on.'
>
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> m. price \$12. A. A. Smith, Columbus Grev., Ohio.

"All this time the dog was trying to get into the trap, he was so enger, and the rat had crouched down in terror at sight of mont, G.A.R., Montpeller, Vt.

"'He sees his finish, that rat does, sure enough,' cried the spectators. 'It'll be just a sun and crouch and all over.'

PICTURES ENLARGED IN CRAYON, Size 18x17, for \$2.50; Size 18x25, for \$1.00 each. Address Contrade D. F. Lahman, Lahmansville, W. Va.

"The neighbor who had trapped the rat was so excited that he fumbled and fumbled at the trap and couldn't get it open. I took it, opened it, and turned it up to shake the rat out. The dog danced about the battle that was fought.

The Admiral, upon his arrival below Port Hudson on the morning of March 14. ISG3, brought his ships to an anchor, and then with his flagship, the Hartford, steamed up to take a look at the enemy's position, and to accurate himself with the constraints. The orders of the Admiral to the Essey have without a provided in the accurate himself with the constraints. The orders of the Admiral to the Essey without a provided in the accurate hard rum-bled and rum-bled at the trap and couldn't get it open. It look it, opened it, and turned it up to the ships that failed to get through. It was here that his greatness of character quivering in nervous expectancy.

"Stand back! said the spectators. Give the Martinal to the Essey without a parallel in the accuracy."

The orders of pine knots, which, upon being lighted, became bonfires, the light of which being lighted, became bonfires, the light of which being thrown directly across the two positive information as to the falled at the trap and couldn't get it open. I took it, opened it, and turned it up to shake the rat out. The dog danced about quivering in nervous expectancy.

"Stand back! said the spectators. Give the little dandy room."

The orders of pine knots, which, upon being lighted, became bonfires, the light of which being thrown directly across the trap and couldn't get it open. I took it, opened it, and turned it up to shake the rat out. The dog danced about quivering in nervous expectancy.

"Stand back!" said the spectators. Give the little dandy room." quivering in nervous expectancy.

"Stand back." said the spectators. 'Give the little dandy room!

"They stood back. I shook the trap.
Out tumbled the rat and the big piece of Springfield, Mo.

The First Gun at Gettysburg.

Sure success."

Admiral Farragut was the greatest naval commander we know. With a manhood born of 50 years' service on the sea, he was as gentle in his insture as a woman. If the comrades will visit the battlefield of fire light as clear as a silhouette. On her poop-deck stood a group of officers, while He combined the chivalry of Bayard with Gettysburg, and will go west on the Cashthe bravery of Coeur de Leon, and his town Pike some three miles from the vil-square blue pennant at the fore was to his lage, they will find a limestone marker Captains what the white plume of Na-varre was to the chivalry of France. He has answered the last call of grim boat at the opening of the battle of Get-swain Death, but lives in the annals of fame as the greatest mayal captain the Cay.) occupied the picket line crossing the world has known since Nelson fell on the pike on the night of June 30 and July 1 deck of the Victory. THE FIRST CONFEDERATE RAM.

'63. About 7 o'clock on the morning of July 1 Lieut. Jones, of my company, came out on the picket line, and visited Serg't Virginia he was in. I was born and rear-The Story of the Manassas and Its Service on the Lower Mississippi.

EDITOR NATIONAL TRIBUNE: The Continuous Company of the pike some distance, acting as videt. While there they could plainly see which Mr. Southerland writes. I was a Confederate soldier, but the enemy's column coming down the pike. Shafer, who had charge of the pickets on federate rams played a very conspicuous the enemy's column coming down the pike and important part in the civil war, and were a continual source of annoyance to the commanders of our wooden vessels.

Was a Confederate soldier, but I can see no good at this late day (if such were true) to glory in it. What we need the bridge at this day is something of facts, and not blood-and-thunder romance. The war has That they inflict d considerable injury to our model vessels must be admitted. Their commanders seemed only too willing to embark in any enterprise, no matter how was cent account a fact of the Sergeant's carbine, resting it on a rail blood-and-thunder romance. The war has been over these many years, and soldiers meet each other as soldiers, and relate embark in any enterprise, no matter how was cent account halted, and a company burg. The column halted, and a company was sent across the bridge and deployed as skirmishers and advanced. Marsh Run is more than a mile west of Willoughby Creek.

Soldiers during the war met on the picket posts, crossed the lines, exchanged tobacco for coffee, swapped horses, played cards, cracked jokes, and honored and respected embark in any enterprise, no matter bow The first of this class of vessels to

achieve notoriety was the ram Manassas, on the Lower Mississippi River. It must have been after the enemy had crossed the run, with their artillery, and The Confederate rams were not intendcrossed the run, with their artillery, and We as soldiers endured many hardships, advanced to the brow of the hill, that in camp and field, and there is no class of d for sea service, and all of them were Comrade Baker received the "reception or men on God's green turf who have a high-monading."

In camp and teld, and there is no class of men on God's green turf who have a high-monading."

of the blue and gray. There was no strife leficient in sea-going qualities, except the Stonewall, which was built in France, but did not reach the United States in time to

nonading."

Col. W. F. McCarty, of First Texas Legion, who in September, 1891, resided in Hagerstown, Md., and personally met Lieut, Jones at Gettysburg at that time, if be of any service to its owners.

The ram Manassas was formerly the tugboat Enoch Train, built by J. O. Curis, at Boston, in 1855. Being in New Or leans when the war commenced, it was still living, will corroborate the above or the stragglers who shrunk for seized by the authorities, and by private subscription was fitted up as a ram, and was commanded by Capt. George N. Hol-lins, rormerly of the U. S. Navy, from

ill living, will corroborate the above or the straggiers who should their atement.

I quote from speech made by Gen. Beving the dedication of battle, occupying the most conspicuous I quote from speech made by Gen. Beverige, Sept. 3, 1891, at the dedication of lillinois State Monument and marker, Get-

tyshurg:
"Archer's Tennessee Brigade was in advance, followed by Davis's and Brockenborogh's Brigade. The advance was crosswhich he had been dismissed June 6, 1861. The engines of the Manassas were constructed by Harrison Loring, of Boston, and her reconstruction as a ram was made inder direction of John A. Stevenson, of ing the bridge, hugging for protection the a hatred to live after the old soldiers have stone coping, when, about 10 minutes to 8 passed away? It is disgusting to the sol-The dimensions of the Manassas were length, 128 feet; brendth of beam, 26 feet; depth of hold, 12 feet; of 387 tons; a propeller, and built of white oak with the pike, and resting his gun on the fence, dier who bore the blue as to those boys who donned the gray. massive beams 17 inches in thickness, com-pletely covered with iron plates riveted to-at the opposite end of the bridge, and fired ers. The past is past with the soldiers. We are one people under one flag, and the gether and fitted in such a way as to ren-der her bomb-proof. Her shape above We insist that the 8th Ill. Cav. was the

der her bomb-proof. Her shape above water was nearly that of a sharp-pointed eggshell, so that a shot would glance from her, no matter where it struck. Her back was formed of 12-inch oak, covered with one-and-a-half-inch bar iron. She had two hard as to like dawn the world the sincerity and devotion in their acts of the last few years. We have

The Cruel Editor.

(Puck.) "I have here," says the young man with the rolling eye and the rippling hair, "a poem on Spring."

generation.—A. Baker, Co. G. 44th Va., Early's Brigade, Army Northern Virginia, C. S. A., Granbury, Tex. ward. To prevent boarding, the engine was provided with pumps for ejecting poem on Spring."
"On what?" asks the cruel editor, drop-About the middle of October, 1861, the ram made an attack on the blockading ping a bundle of manuscript into vessels at the mouth of the Mississippi River, and inflicted considerable damage.

waste-basket and shoving the return post, age into his pocket. "On Spring, sir."
"What spring?" "Why, I- I"-

for the service, and the blockade more firmly established by the sloop-of-war Powhattan, Capt. D. D. Porter, and the "Mineral spring, sulphur spring, hot spring?"
"It's just the ordi"-"Spring Lake, Minnesota, Warm Spring

The State of Louisiana having mean-time joined the Confederacy, the Confed-Indians, Springfield, Ohio? You do not seem to"erate authorities assumed control of the "Spring wagon, car-spring, buggy pring, steel spring?"

Manassas. Capt. Hollins was placed in charge of the naval defenses of New Or-"No, sir; it is just on Spring."
"Well, what particular Spring?" leans, and Lieut. A. F. Warley with placed in command of the ram. Lieut. Warley "Why, the Spring that comes with had resigned from the United States Navy

ethereal mildness and —

"Can't use it. Give us something specific. Get up something that identifies your Spring, so that we will know town, lowa.

"Cared. Treatment gives immediate relief and permanent cure. No surgical operation required. Dr. W. C. PAYNE, Marshall. Manassas was sent up the river to intercept, if possible, the advance of the Western gunboats. In March, 1862, part of the West Guif But the rolling-eyed, rippling-haired Squadron, under Admiral Farragut, en youth was drifting down the stairs with tered the Mississippi River with orders to capture New Orleans and its defenses. The

EDITOR NATIONAL TRIBUNE: Will you SENT FREE TO MEN allow an old Confederate soldier space in

Views of One of Jubal Early's Men.

your valuable paper to reply and make a

few suggestions to some of your correspondents, especially M. A. Southerland,

Co. F, 33d Mass.? Speaking of the Boer

women and children, and being English,

he says he is proud of the treatment they

are receiving at the hands of the English,

and makes comparison with Sheridan's

course while in Virginia. Southerland

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rous acts, the heroism of our gallant lead-

old soldiers and their sons dem

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ful folly, premature loss of strength and memory, weak back, varicocele, or emaclation can now cure themselves at home. The remedy has a peculiarly grateful effect of warmth and seems to act direct to the desired location giving strength and development just where it is needed. A request to the State Medical Ingitute, 1058 Elektron Building, Ft. Whyne, Ind., stating that you desire one of their free trial packages will be compiled with promptly. The Institute is desirous of reaching that great class of mea who are unable to leave great class of mea who are unable to leave home to be treated and the free sample will enable them to see how easy it is to be cured of nervous weakness when the proper remedles are employed. The Institute remedies are employed. The institute makes no restrictions. Any man who writes will be sent a free sample, carefully scaled have no fear of embarrassment or publicity. Readers are requested to write without delay.





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7 4 TH IND.—THE COLOR GUARDS OF THE T4th Ind. and all others of the regiment who desire to take part in the parade of the Battlelag Battalion will meet at 8 o'check a. m., sharp, on May 15, in Room No. II, near east entrance on first floor of the State House, Indianapolis.

4 TH MICH.—THE 4rn MICH. SURVIVORS will hold their Annual Reunion on June 20 at Annua, Ind. The Secretary is revising the roster and would like the postoffice address of all living members. Geo. Kinney, Secretary, North Adams, Mich.

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THE FOURTH ANNUAL REUNION OF THE 187th Ps. will be held at Brua Chapel, dettysburg, Ps., at 2 o'clock p. m., June 3. Gov. Wm. A. Stone, of Co. A. Gen. Jusch E. Ege., Mal. George W. Mersick, Capt. George G. Lovett, Lieut. Sambel C. Rigenfitz and several other members of the regiment will be present,—J. M. Gibbs, Vice President, 155 S. 2d St., Steelton, Pa.